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Mobile Inspection Team No. 4.

Sinuiju, October 26, 1953.

FINAL REPORT OF THE MOBILE NEUTRAL NATIONS INSPECTION TEAM NO. 4.

CONCERNING ITS MISSION AT THE AIRFIELD OF UJUJ.

1. Members: a. Switzerland:

Major Fred Bieri, Senior Member and Chairman,
Capt. Eduard Rev, Alternate,
1st Lt. Hans Brinner, Secretary,
Pvt. Cyrille Lattion, Interpreter.

b. Czechoslovakia:

Lt. Col. Vojtěch Vajda, Senior Member,
Capt. Václav Smolik, Alternate,
Capt. Hans Burešová, Interpreter,
Capt. Zdeněk Patoušek, Interpreter,
1st Lt. Jan Kňákal, Interpreter.

c. Sweden:

Col. Olav Enderlein, Senior Member,
Major Anders Greenberger, Alternate,
Capt. Arnold Bernsten, Interpreter,
Capt. Gunnar Sjöholm, Interpreter,
Capt. Larsson, Interpreter, *)
Sergt. Sven Wissén, Secretary,

d. Poland:

Lt. Col. Hilary Kaminski, Senior Member,
Major Joseph Sawczuk, Alternate,
Major Jan Zarzycki, Secretary,
Mrs. Anna Bratkowska, Interpreter,
Pvt. Edward Rutkowski, Interpreter,

*) These persons acted as replacements of sick members
at various short times.

2. Mission of the Team:

To observe and investigate an alleged violation of the Armistice Agreement by the Korean-Chinese side, as laid down in the letter dated 12th October 1953 from the Senior Member, United Nations Command, Major General B.H. Bryan, USA, to the Neutral Nations Supervisory Commission (NNSC File No. Mac - in - 17/).

3. Period of work of the Team:

From 14th October 1953 /evening/ until 26th October 1953. Course of events according to the attached list of documents.

4. Observations made on the airfield of Uiju:

The inspections and observations covered the whole airfield. Free access was given to all points. The observations were made on October 15 and 21 during jeep drives and during detailed inspections on foot, except for close inspection of aircraft themselves, which was not asked for, as it was deemed unnecessary in connection with the mission of our team.

The results of the inspections and observations are as follows:

- a. Observed: - the whole airfield,
- the boundaries of the airfield,
- the runway, taxi strips and open spaces,



MNSC/32
Page 2
English

- bombshelters for aircraft
some empty,
some with camouflaged combat and another aircraft,
some with aircraft apparently destroyed during
hostilities,
- various installations,
- airraid shelters, all empty,

Note: With regard to the fact that a few of the jet aircraft seemed to the Swiss and Swedish members to be more or less new, the Swedish member asked the airfield commander to prove, by presenting logbooks or similar documents, that the above mentioned aircraft were on the airfield on July 27th 1953. The airfield commander replied that he had no authority because of military security reasons, to provide the required documentary evidence. He then stated that after the signing of the Armistice Agreement, no reinforcing combat aircraft had been shipped to the airfield of Uiju in any way from Manchuria. The Swedish Senior Member declared that he was satisfied with the reply.

b/ Not observed :

- any crates or parts of or test used for, or suitable for the shipping of aircraft,
- any unassembled aircraft,
- any special installations for assembly of aircraft,
- any signs on the airfield indicating possibilities of transport of aircraft or parts of aircraft by road, rail or by air from Manchuria.

5. Result of interrogation of the airfield Commander:

After the Team had satisfied itself that the Korean Airforce Colonel whom it was questioning, had been in command of the airfield of Uiju on July 27, 1953, and thereafter, the airfield commander in his statement declared that no combat aircraft had arrived on the airfield of Uiju shipped in crates from Manchuria after the signing of the Armistice Agreement. / See document No. 12 /

6. Conclusion:

The Mobile Neutral Nations Inspection Team No. 4 as a result of its observations and inspections on the airfield of Uiju, has not found any evidence whatsoever, that the Korean People's Army and the Chinese People's Volunteers have violated article 13 d / of the Armistice Agreement by the introduction of reinforcing combat aircraft to Korea from Manchuria by means of shipping in crates to the airfield at Uiju.

Signed, Sinuiju, on 26th of October, 1953.

.....
Major Fred Bieri, The Swiss Senior
Member and Chairman

.....
Lt. Col. Vojtech Vajda; The
Czechoslovak Senior Member

.....
Col. Olov Enderlein, The Swedish
Senior Member

.....
Lt. Col. Hilary Kaminski, The
Polish Senior Member

Annex to the final report of the MIT No. 4.List of Documents.

<u>A. Records:</u>	Document No.
1. 15. 10. 1953 Minutes of meetings and first inspection on the airfield	1
2. 16. 10. 1953 Minutes of meeting	2
3. 17. 10. 1953 Minutes of meetings	3
4. 20. 10. 1953 Minutes of meetings	4
5. 21. 10. 1953 Minutes of meeting and inspection on the airfield of Uiju	5
6. 22. 10. 1953 Minutes of meeting	6
7. 23. 10. 1953 Minutes of meeting	7
8. 25. 10. 1953 Minutes of meeting	8
9. 26. 10. 1953 Minutes of final meeting.	9
<u>B. Documents:</u>	
10. 17. 10. 1953 Cable sent to NMSC HQ /only original/	10
11. 19. 10. 1953 Cable from NMSC HQ	11
12. 20. 10. 1953 Minutes of questioning of the airfield commander at Uiju. Verbatim record of the questioning in English /original/	12

NNSC/32
Page 4
English

Record No. 1 from the MIT No. 4 at Uiju.

Minutes of the first day of work of Mobile Inspections Team No. 4, at Sinuiju, on 15th October 1953.

Present:

Chairman Major Fred Bieri Senior Member for Switzerland, all nominated delegates of Mobile Inspection Team No. 4.

1. At the reception meeting after the arrival in Sinuiju on 14th October the Senior Members decided to convene the first session on 15th October starting at 0830 hours

2. The Chairman read in the meeting as a basic document Major General B.M. Bryan's letter of 13th October (File No. MAC-in-17) addressed to the NNSC.

3. The Team decided:

- a. To take records daily /in 8 copies/ covering only the substance of all proceedings.
- b. To accept a method of general procedure as outlined by the Chairman.
- c. To nominate members in a secretariat with Major Jan Zarzycki as executive secretary and representatives for the other national groups as co-secretaries.

4. After a longer discussion concerning the observation on the airfield the Team decided to proceed to the airfield.

- a. To hear the military authorities in charge.
- b. To make observations on the spot and to discuss at a following meeting further procedure. (The first meeting closed at 1020 hours.)

5. The Team accompanied by the liaison officers arrived at the gate of the Uiju Airfield at 1120 hours and was met by the airfield commander. The liaison officer stated that no combat aircraft have been introduced on the airfield of Uiju after the signing of the Armistice Agreement. Then he asked the Team to inform him what it wanted to see at the airfield. In a speech the Chairman explained the intentions and the duties of the Team on the basis of the letter of Major General B.M. Bryan. The Chairman of the Team and the liaison officers of the Korean and Chinese side exchanged their points of view concerning the specific requests of the Team regarding the special observation on the airfield. Following this, the Senior Members discussed all matters concerned and decided to present to the airfield commander the request to give to the Team the opportunity of observing the whole airfield while driving through it under the guidance of the airfield commander. The Team then started an observation at 1410 and completed it at 1435 and left the airfield at 1515 hours.

6. The Senior Members of the Team and the alternates of the Czechoslovak and the Polish groups met at 1825 hours. The results of the observations made on the airfield were summed up by the four Senior Members individually as follows:

- a. Switzerland - the Team drove around the runway between 1410 and 1435 hours and did not observe anything which would indicate that the aircraft seen to-day had been crated. The opportunity should be given to-morrow for air-experts to give a verdict and the investigations should be continued.
- b. Czechoslovakia - we had the possibility to drive through the whole airfield, we have seen different shelters for airplanes and different characteristic features of the airfield, small number of personnel, no workshops, no storages, no traces of crates. The observation of the airfield gave the evidence

NNSC/32
Page 5
English

that the airfield was not fully active also owing to the fact that we have seen destroyed airplanes obviously from the time before the signing of the Armistice Agreement. We have heard the official statement of the liaison officer and we have personally observed the airfield area. I deem that the observations made are sufficient.

c. Poland - The Team drove during the observation through the whole airfield saw different places. We did not ascertain on the airfield such items as alleged in Major General B.M. Bryan's letter. Facts quoted before by the representative of Czechoslovakia, the destroyed airplanes and planes in secret shelters gave the evidence that the airfield was not active. So, no evidence of alleged violation was observed. From this facts we can draw the conclusion. In my opinion the result of our observation is sufficient and our task is fulfilled. Further investigations would be beyond the limits of our duties.

d. Sweden - Investigation must be continued, as it can not be ascertained without closer observation whether camouflaged localities do not hide crates or storages. Our task can not be considered fulfilled after today's 25 minutes "sightseeing".

7. The Chairman considering the results in formulating the outcome of the afternoon's procedure proposed to "agree to disagree and submit our problem to NNSC for guidance". The Czechoslovak and the Polish delegates deemed the special observation on the airfield finished and wanted to start the elaboration of the final report for NNSC. Thereupon it was decided to carry on further discussions.

8. At the request of the Chairman the Swedish Senior Member made a definition of the term "airfield" as follows:

"An airfield does not only include runways, taxiways but also f.i. workshops, repairshops, storages, hangars, shelters and other facilities for the work in the airfield." The Czechoslovak and the Polish Members did not ask for this definition.

9. As the Team was not able to arrive to same conclusions as to the results of investigations made in the airfield and a long discussion gave no results, it was decided to adjourn the meeting and meet again on the following day. The meeting closed at 2015 hours.

Minutes received and passed as correct:

(Signed): Major Fred Bieri

(Signed): Lt.Col. Vojtech Vajda

(Signed): Col. Olov Enderlein

(Signed): Lt.Col. Hilary Kaminski

NNSC 32

English

Page 6

Record No 2.Minutes of meeting held at Sinuiju on October the 16th 1953.

Chairman: Major Fred Bieri, Senior Member for Switzerland

Present: All nominated delegates of Mobile Team No 4.

1. The meeting started at 1800 hours and closed 2030 hours.
 2. Secretary submitted draft of minutes of meeting for approval. Members had already received copies beforehand in order to make amendments if any. Members suggested so many changes that it was technically impossible to come to an immediate agreement. The four members agreed to charge the secretariat to prepare a new draft based on amendments proposed.
 3. The chairman read the chairman's report concerning the work of the team during the last two days, the 14th and the 15th October and recommended it to be entered in the records. The Polish and Czechoslovak members did not agree because the report of the Swiss member was an individual statement concerning the timetable. As it was not agreed by the team to include this statement to the record, the Chairman announced that he will dispatch his report as an individual cable to the NNSC for information.
 4. Then followed the Chairman suggestions as to the procedure with the request that these were taken in extense in the minutes as follows:
I recapitulate our mission to make observations for the NNSC, to whom alone we are responsible /Art. 40a AA/ It must be stated that we have not received any specific instructions from the NNSC, because the NNSC probably considers us experienced enough to fulfil our mission without detailed written instructions. I note that the only document concerning our mission a copie of Major General Bryan's letter to the NNSC this, in my opinion is not any instruction for the team. Were it any instruction it would be against the stipulations of Art. 40 A.A. last sentence. Therefore we have to observe and investigate relative to the allegation made, on or outside the airfield, in order to supply the NNSC with full data.
Disagreements among the members of the team concerning the scope of investigations must be submitted to the NNSC for guidance.
The following investigations and checks must, in my opinion, be made in fairness to both sides.
I ask you to consider this points and to give me a clear answer either "yes" or "no"! We will then be in a position to decide on which points we must ask the NNSC for guidance.
- Scope of investigations and checks: / copies handed to the Senior members/
1. Airfield of Uiju
 - a/ See whole airfield, in order to study all facilities for the hiding of the alleged introduced aircraft or cases.
 - b/ Check on, and inspect, all combat aircraft on the airfield /AA.Art.42c/
 - c/ Should the airexperts deem it necessary, request the airfield commander to furnish information as to where, from and when the aircraft entered the airfield
 - d/ Observe whether there are transport crates on the airfield or not.
 2. Railroad transportation:
 - a/ Check on railroad connection with the airfield if any
 - b/ Check whether there are any railroad cars, in the vicinity of the airfield loaded with crates in connection with the allegation made.
 - c/ Check railroad documents concerning the alleged transportation of crates.
 3. Transport by road:
 - a/ Check on all roads leading from the Yalu to the airfield.
 - b/ Check on facilities to cross the Yalu to the airfield by bridge or ferry.
 4. Transport by air:
 - a/ Check on facilities to transport crates by air from Manchuria to the airfield /presence of transportplanes/

NNSC/32
English
Page 7

5. After reading this suggestions the Chairman recommended that a meeting be held on the following day at 1000 hours for giving definite replies regarding the scope of investigation as suggested and that in the meantime the delegated members studied documents for criticisms if any.

Minutes received and passed as correct.

(Signature)
Major Fred Bieri

(Signature)
Lt Col Vojtech Vajda

(Signature)
Col Olof Enderlein

(Signature)
Lt Col Hilary Kaminski

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Record No 3

Mobile Team No 4.

Minutes of meeting held at Sinuiju on October the 17th, 1953.

Chairman: Major Fred Bieri, Senior Member for Switzerland.

Present: All nominated delegates of Mobile No 4.

1. The meeting started at 0910 hours and closed at 1100 hours.
2. Before starting the discussion upon the scope of investigations suggested by the Chairman on October the 16th 1953 the Chairman proposed that one should go again as a full-team or in subteams to the airfield in order to make control. If the members of the Team did not not agree to go on to the airfield, he suggested that a cable be sent to the NNSC asking for its guidance concerning further procedures of the Team. The Czechoslovak and Polish members did not agree to the proposal on going to the airfield because they deemed the observation of the airfield to be accomplished as on October the 15th, 1953. They agreed to the chairman's proposal of sending a cable to NNSC.
3. During the discussion about the scope of further investigations proposed by the Chairman on October the 16th the Polish and Czechoslovak members did not agree to approve the scope of investigations, because:
 - a. they deemed, that the observation on the airfield was accomplished on October the 15th.
 - b. according to Maj.Gen. Bryan's letter the Team is not authorized to conduct the control outside the area of the airfield of Uiju.
4. With the differences of opinions concerning further procedure stated, the Team decided to dispatch a cable to NNSC containing different points of view of individual members (contents to be decided upon freely by the senior members) as stated by the Chairman, asking for guidance.
5. It was decided to meet at 1600 hours in order to sign the cable.

Minutes received and passed as correct.

(Signature)
Major Fred Bieri

(Signature)
Lt Col Vojtech Vajda

(Signature)
Col Olof Enderlein

(Signature)
Lt Col Hilary Kaminski

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Record No 4

Mobile Team No 4.

Minutes of meeting held at Sinuiju on October the 17th 1953 at 1800 hours.

1. The team composed an joint cable for the NNSC containing individual points of view of the four senior members. After signing of the cable the chairman asked the Polish member to dispatch the cable by Polish radiostation at 1830 hours. The Polish member agreed.
2. The Chairman ordered the secretariat to start with the elaboration and accomplishment of all records.

Minutes received and passed as correct.

(Signature)
Major Fred Bieri

(Signature)
Lt Col Vojtech Vajda

(Signature)
Col Olof Enderlein

(Signature)
Lt Col Hilary Kaminski

NNSC/32
English
Page 8

Record No 5.

Mobile Team No 4.

Minutes of meeting held at Sinuiju on October 20, 1953.

Chairman: Major Fred Bieri, Senior Member for Switzerland.

Present: All nominated delegates of Mobile Team No.4.

1. The meeting started at 0900 hours.
2. The Chairman read the cable from NNSC concerning further procedure of the Team. Then it was decided to invite first of all the airfield commander at 1400 hours in order to question him, in accordance with the cable from NNSC.
3. The procedure of questioning:
 - a/The questions and the answers will be immediately typewritten in English.
 - b/The airfield commander will submit to MIT the questions and his answers written in Korean. This record will be involved in the minutes of MIT.
 - c/Senior Members agreed general questions for the airfield commander / see questionnaire/.
 - d/After the general questions the Senior Members will have the possibility to ask the airfield commander the questions, which they will deem necessary.
4. At 1130 hours the meeting was adjourned until 1345 hours.
5. The questioning of the airfield commander started at 1500 hours after the information of the Chairman concerning the procedure of the questioning. Verbatim record of the submitted questions and of the translated answers /translation acknowledged to be correct by the Chinese interpreter/ of the airfield commander see supplement No.1. The airfield commander promised to submit his reply to the questions in writing and in Korean language. Besides the Members of NNIT there were present the airfield commander and his interpreters. The names of the interpreters were asked for by the Chairman, but the airfield commander did not give them, because he considered this to be unnecessary. The questioning finished at 1850 hours.
6. After the questioning of the airfield commander it was decided that the following meeting will be held at 1000 hours. At this meeting the records No.2, 3 and 4 will be signed.

The Czechoslovak Member stated in the course of discussion that after the signing of the records the Team should proceed to the airfield.

The Polish Member stated that we have to think over the answers of the airfield commander and the next day after the signing of the records to decide our further procedure and the time of going to the airfield. This was agreed upon by all members.

7. The meeting was closed at 2000 hours.

Minutes received and passed as correct.

(Signature)
LT Col Hilary Kaminski

(Signature)
Lt Col Vojtech Vajda

(Signature)
Major Fred Bieri

(Signature)
Col Olof Enderlein

MNSC/32

English

Page 9

Record No. 6

Mobile Inspection Team No 4.Minutes of the day of work on October 21st 1952.

Present: Chairman Major Fred Bieri, Senior Member for Switzerland.

1. The meeting started at 1000 hours.
2. The records No. 2, 3, 4 were approved and signed.
3. During the discussion about the time of proceeding to the airfield the Polish Member stated that although he considered the observation conducted on October 15th as sufficient, he agreed to proceed now to the airfield. The Czechoslovak Member was of the same opinion. After this the Chairman let know the Liaison Officers about the decision of the Team to proceed to the airfield as soon as possible.
4. After the arrangement had been made the Team proceeded to the airfield at 1200 hours.
5. The Team entered the airfield 1255 hours. The observation started at 1250 hours and finished at 1620 hours with the recess for lunch from 1520 until 1600 hours. The Team conducted the observation and investigation of the whole airfield under the guidance of the airfield commander. During its observation it has seen matters not only of general but also of secret character. The observation was conducted within the boundaries of the airfield marked by wooden bars on roads leading to the airfield, specific terrain features /hills and fields/, and civilian houses. The airfield commander indicated in individual cases the boundaries of the airfield to the Team which were in accordance with mentioned terrain features. The Team observed walking through the airfield all facilities and all shelters for aircraft. All free spaces of the airfield as runways, taxi strips and free spaces between these taxi strips were observed during the walking through the airfield as well as driving in jeeps. During the whole observation no crated aircraft, no crates or parts or parts of crates, no signs indicating transport of crates either by vehicles or by air from outside were observed.
- x As some of the observed aircraft seemed to be more less new the Swedish Member asked the airfield commander to prove, by showing logbooks or similar documents, that these aircraft were on the airfield on the day of the signing of the Armistice Agreement. The airfield commander stated that he would give the answer after the observation had been finished. The airfield commander then stated that these aircraft had been on the airfield on the date in question, as it had been already stated by him during his questioning on October 20th. He further stated that he was not in a position to provide the documentary evidence because of military security. The Swedish Member declared that he was satisfied with the answer.
The Chairman asked finally whether the individual Members had any more questions to the airfield commander. There was none.
6. The Senior Members agreed to held next meeting on October 22nd at 1400 hours.

x/ to the Swedish and Swiss Members

Minutes received and passed as correct.

(Signature)

Fred Bieri Major Switzerland

(Signature)

Olof Enderlein Col Sweden

(Signature)

Hilary Kaminski Lt Col Poland

(Signature)

Vojtech Vajda Lt Col Czechoslovakia

HBS/32
 English
 Page 10

Mobile Inspection Team No 4

Record No 7.

Minutes from session held at Sinuiju on October the 22nd 1953.

1. The session was opened at 1400 hours and closed at 1530 hours.
2. The Chairman reported that he had received from the airfield commander the Korean text of questioning made on October the 20th.
3. It was decided in accordance with a proposal made by the Chairman that for next meeting each Senior Member writes down a complete report about his observations in the airfield on October 21st and that these reports be circulated and distributed as from 2100 hours this day.
4. The Team considered a formula presented by the Chairman giving in an outline the contents of the General Final Report.
5. Next meeting should be held on October 23rd at 1000 hours.

Minutes received and passed as correct.

(Signature)

Major Fred Bieri

(Signature)

Lt Col Hilary Kaminski

(Signature)

Col Olof Enderlein

(Signature)

Lt Col Vojtech Vajda

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Mobile Inspection Team No. 4

Present: Major Fred Bieri, Senior Swiss Member.
 All nominated members of MIT

Record No. 8

Minutes from the meeting of MIT at Simuiju on October 23rd, 1953.

1. The meeting started at 1000 and closed at 1135.
2. The secretary of the Swiss delegate reported that the record No. 5 had been corrected and that it would be ready for signing at the next meeting. The records No. 6 and 7 would be finished after the meeting.
3. The Chairman stated that the working papers for drawing up the final report on the results of the observations and investigation at the airfield of Uiju, submitted by individual delegates correspond in most points. All delegates agreed that they had seen the whole airfield, the runway taxi stripes etc. and that they had not seen there any crated aircraft, crates or traces of crates.

Then the Swiss delegate stated that in order to fulfill the mission of the Team, it is necessary to conduct also the inspection of the railway station in Simuiju.

The Swedish member declared that he based his opinion that further investigations had to be made at the rail-way station upon the wording in Gen. Maj. Bryans letter "were shipped in crates from Manchuria to the airfield at Uiju". Had any shipment occurred the violation of the Armistice Agreement would have started at the moment here and at that spot where the crated aircraft had crossed the boundary between Manchuria and N. Korea and thus the investigation as to the alleged violation had to be carried out also along transportation lines between such possible points at the boundary and the airfield.

The Czechoslovak delegate declared that in his opinion Gen. Bryan had asked in his letter to WNSC to send a MIT to the airfield at Uiju in order to conduct special observation there and to report the results of the observation made by it. Furthermore, the cable of WNSC read that MIT should make, if desirable, further investigations within the scope of Gen. Maj. Bryans letter and of paragraph 28 of the Armistice Agreement. Gen. Maj. Bryans letter stated clearly that the alleged violation of the Armistice Agreement should have taken place at the airfield of Uiju. Therefore the task of our MIT was to conduct special observation and investigation within the scope of paragraph 28 of the Armistice Agreement, i.e. at the airfield of Uiju only. On the other hand, the control of the railway station at Simuiju was in the territory of the fixed Team at Simuiju. The Czechoslovak delegate concluded that with regard to the fact that all delegates agreed the observation and investigation at the airfield had been finished, the Team had to draw up the final report only.

The Swiss delegate said that his understanding of Maj. Gen. Bryans letter was that the words "the Korean Peoples Army and the Chinese Peoples Volunteers have introduced reinforcing combat aircraft into North Korea" indicated the allegation as such and the scope of the observation and the investigations of the Team. The words "were shipped in crates from Manchuria to the airfield at Uiju" indicated the method of transportation. In Major Bieri's opinion General Bryan demanded that the Team would proceed to the airfield, would be billeted there and would conduct observations therefrom.

HNSC/32
 English
 Page 12

Polish delegate: He stated that the discussion about further procedure should start from a thorough study of the cable received from HNSC which was only binding instruction for us. This cable read that the scope of all investigations should be based on paragraph 28 of the A.A. This paragraph provided for that the MIT should conduct its investigation on the place where violations of the A.A. had been reported to have occurred. In our case the place of the alleged violation was the airfield at Uiju. He stated furthermore that the results of the investigations of the MIT were sufficient to start the elaboration of the final report. The Chairman summed up the discussion to the effect that notwithstanding violations of General Bryan's letter were possible but the HNSC expected from the MIT that it would conduct further investigations. He then put to the vote the Swiss proposal to continue investigations outside the area of the airfield at Uiju. The Swedish and Swiss delegates voted in favour and the Czechoslovak and Polish delegates against this proposal.

With regard to the result of voting the Swiss delegate suggested to send a cable to HNSC asking for instruction whether the Team should or should not continue in the investigation outside the airfield of Uiju.

The Swiss and Swedish delegates voted in favour, the Polish and Czechoslovak delegates voted against this proposal.

4. The Chairman suggested to start the discussion about the draft of final report on the results of the observation and investigation at the airfield of Uiju.

After the discussion the Polish delegate proposed to authorize the Chairman to draw a draft final report on the basis of the results of observations and investigations made by individual members. It was decided that the Chairman would submit this draft to the other delegates on the same data for study.

5. All delegates agreed to involve the course of the discussion and its results in the record.

Minutes received and passed as correct:

Major Fred Bieri

Lt Col Hilary Kaminski

Col Olov Enderlein

Lt Col Vojtech Vajda

MNSC/32
English
Page 13

Mobile Inspection Team No. 4.

REPORT NO. 9

MINUTES of session held at Simulja on October the 25th 1953.

Present: Chairman, Major F. Bieri, Senior Member for Switzerland and all nominated members of MIT No. 4.

1. The session opened at 1200 hours and closed at 1630 hours with a break for luncheon between 1350 to 1500 hours.

2. The Team had made a study of the final drafts to be discussed after recommendations made by the Chairman. Based on these, a final report to the MNSC was formulated with all members cooperating. The draft was discussed paragraph by paragraph and sentence by sentence by which method the Team was able to arrive at definite formulations to which all present could agree.

3. The Team put it to the Secretariate to prepare all reports not yet signed and all further documents to be entered into the final report. The work of the secretaries having been completed, the Team would decide about the time for next session.

Minutes received and passed as correct :

(Signed): Major Fred Bieri

(Signed): Lt.Col. Hilary Kaminski

(Signed): Col. Olov Enderlein

(Signed): Lt.Col. Vojtěch Vajda

NNSC/32
English
Page 14

Mobile Inspection Team No 4.

Record No 10.

Minutes of the meeting held at Simriju on October the 26th 1953.

Present: Chairman Major Fred Bieri Senior Member for Switzerland.
All nominated delegates of MIT No 4.

1. The meeting started at 1600 hours and closed at 1700 hours.
2. The Senior Members signed the final report and all other documents.

Minutes received and passed as correct:

Major Fred Bieri

Lt Col Hilary Kaminski

Col Olov Enderlein

Lt Col Vojtech Vajda

INSC/32
English
Page 15

Part B. Documents

Cable sent to INSC HQ / only original /

TO THE INSC PARLIAMEN
FROM UNIT NO FOUR

OUR NUMBER ONE PARA THE UNIT NO FOUR MEMBERS HAVE DIFFERENT POINTS
OF VIEW CONCERNING OUR MISSION BASED ON LETTER OF MAJOR GENERAL
BRYAN PARA THE INDIVIDUAL POINTS OF VIEW OF THE SENIOR MEMBERS FOL-
LOW PARA COMMENCEMENT OF INDIVIDUAL STATEMENTS PARA

NNSC/32
English

Page 16

PARA SWISS GROUP PARA

THE MISSION OF THE TEAM IS TO INVESTIGATE AND TO INSPECT AS LAID
DOWN IN ARTICEL 42 REPT 42 PARA BASED ON THE LETTER OF MAJOR GENERAL
BRYAN COMMA THE SWISS GROUP IS OF THE OPINION THAT THE REQUIRED
INVESTIGATIONS AND OBSERVATIONS SHOULD NOT BE CONFINED SOLELY TO
THE AIRFIELD ITSELF BUT TO ALL PLACES AND AREAS CONNECTED WITH THE
AIRFIELD IN THE SENSE OF ITS MISSION PARA COURSE OF EVENTS PARA
THERE WAS NO SUFFICIENT TIME ON THE FIRST DAY TO PROCEED TO THE
AIRFIELD WHICH IS ABOUT 15 KM AWAY FROM SINUIJU FOR A DAYLIGHT
INSPECTION PARA ON THE SECOND DAY COMMA OCTOBER 15TH COMMA THE
MEMBERS OF THE TEAM DECIDED TO VISIT THE AIRFIELD COMMA IN ORDER
TO MAKE A GENERAL SURVEY COMMA THEN LATER COMMA TO DECIDE ON
FURTHER PROCEDURE PARA THE TEAM DROVE ALONG THE RUNWAYS FOR
TWENTYFIVE MINUTES WITHOUT STOPPING COMMA THEN REMAINED ON THE
FIELD FOR ANOTHER TWENTYFIVE MINUTES COMMA TOTAL 50 MINUTES
REPT FIFTY MINUTES PARA DURING THIS DRIVE NO CRATES WERE OBSERVED
PARA HOWEVER COMMA THIS IS NO CONCLUSIVE EVIDENCE THAT THERE ARE
NO CRATES OR COMBAT AIRCRAFT SHIPPED IN CRATES FROM MANCHURIA TO
THE AIRFIELD AT UIJIU COMMA BECAUSE BRACKET A BRACKET NUMEROUS OBSERVED
JET AND OTHER COMBAT AIRCRAFT COMMA SOME OF THEM WELL CAMOUFLAGED
COMMA A FEW WITHOUT WINGS COMMA COULD NOT BE INSPECTED ACCORDING
TO ARTICEL 42 C PARA BRACKET B BRACKET THE TEAM DID NOT SEE THE
WHOLE AIRFIELD COMMA IN PARTICULAR THE NORTH SIDE COMMA AND THE
SOUTH SIDE BEHIND A RIDGE PARA BRACKET C BRACKET THE TEAM HAD NO
OPPORTUNITY TO OBSERVE ALL PLACES ON THE AIRFIELD WHERE CRATES OR
INTRODUCED AIRCRAFT MIGHT AS ALLEGED BE HIDDEN PARA THE SAME EVENING
THE CZECHOSLOVAK AND POLISH DELEGATES DECLARED THAT THE CONTROL
OF THE AIRFIELD WAS IN THEIR OPINION SUFFICIENT AND FURTHER OBSERVATIONS
UNNECESSARY PARA THE SWISS SENIOR MEMBER MADE A PROPOSAL TO AGREE TO
DISAGREE AND TO SUBMIT THE PROBLEM TO THE NNSC PARA IN ORDER TO

WNSC/32
English

Page 17

GIVE THE POLISH AND CZECHOSLOVAK COLLEAGUES AN OPPORTUNITY TO RECONSIDER THEIR DECISION COMMA THE MEETING WAS RECESSED UNTIL THE NEXT DAY PARA ON OCTOBER 16TH THE SWISS MEMBER IN ORDER TO CLARIFY HIS OPINION OF THE MISSION OF THE TEAM AND FURTHER IN ORDER TO PROCEED TO THE AIRFIELD AT THE EARLIEST POSSIBLE MOMENT COMMA MADE THE FOLLOWING PROPOSAL CONCERNING THE SCOPE OF INVESTIGATION AND CHECKS PARA BRACKET ONE BRACKET AIRFIELD OF ULJU PARA BRACKET A BRACKET SEE WHOLE AIRFIELD COMMA IN ORDER TO STUDY ALL FACILITIES FOR THE HIDING OF THE ALLEGED INTRODUCED AIRCRAFT OR CRATES PARA BRACKET B BRACKET CHECK ON COMMA AND INSPECT COMMA ALL COMBAT AIRCRAFT ON THE AIRFIELD ACCORDING TO ARTICLE 42 C PARA BRACKET C BRACKET SHOULD THE AIR EXPERTS DEEM IT NECESSARY COMMA REQUEST THE AIRFIELD COMMANDER TO FURNISH INFORMATION AS TO WHERE FROM AND WHEN THE AIRCRAFT ENTERED THE AIRFIELD PARA BRACKET D BRACKET OBSERVE WHETHER THERE ARE TRANSPORT CRATES ON THE AIRFIELD OR NOT PARA BRACKET TWO BRACKET RAILROAD TRANSPORTATION PARA BRACKET A BRACKET CHECK ON RAILROAD CONNECTION WITH THE AIRFIELD IF ANY BRACKET B BRACKET CHECK WHETHER THERE ARE ANY RAILROAD WAGONS COMMA IN THE VICINITY OF THE AIRFIELD COMMA LOADED WITH CRATES IN CONNECTION WITH THE ALLEGATION MADE PARA BRACKET C BRACKET CHECK RAILROAD DOCUMENTS CONCERNING THE ALLEGED TRANSPORTATION OF CRATES PARA BRACKET THREE BRACKET TRANSPORT BY ROAD PARA BRACKET A BRACKET CHECK ON ALL ROADS LEADING FROM THE YALU TO THE AIRFIELD PARA BRACKET B BRACKET CHECK ON FACILITIES TO CROSS THE YALU TO THE AIRFIELD BY BRIDGE OR FERRY PARA BRACKET FOUR BRACKET TRANSPORT BY AIR PARA BRACKET A BRACKET CHECK ON FACILITIES TO TRANSPORT CRATES BY AIR FROM MANCHURIA TO THE AIRFIELD BRACKET PRESENCE OF TRANSPORT PLANES BRACKET PARA AT THE COMMENCEMENT OF THE MEETING ON OCTOBER 17TH COMMA THE SWISS

BR 10 11

NNSC/32
English

Page 18

CHAIRMAN POINTED OUT THAT IT WAS HIGH THE TIME THAT THE AIRFIELD SHOULD BE INSPECTED EITHER BY THE TEAM AS A WHOLE OR COMMA WHILST DELIBERATING ON THE PROBLEMS IN QUESTION COMMA TO COMMENCE ACTIVITIES BY SENDING A SUBTEAM PARA HE ASKED HIS COLLEAGUES TO MAKE A FINAL AND DEFINITE STATEMENT ON THE SUBJECT IN QUESTION PARA FURTHER HE NOTED THAT TWO OF HIS COLLEAGUES DID NOT SHARE HIS OPINIONS CONCERNING THE FULL SCOPE OF INSPECTIONS AND INVESTIGATIONS PARA THE POLISH AND CZECHOSLOVAK SENIOR MEMBERS REAFFIRMED THEIR DECISION THAT THE FIRST DRIVE WAS SUFFICIENT AND FURTHER INSPECTIONS OF THE AIRFIELD UNNECESSARY PARA THIS CONSTITUTED A DEADLOCK THUS PREVENTING FURTHER WORK OF THE TEAM PARA CONCLUSION PARA THE SWISS TEAM HAS GAINED THE IMPRESSION THAT THEIR POLISH AND CZECHOSLOVAK COLLEAGUES HAVE A FALSE CONCEPTION CONCERNING THE ESSENTIAL POINTS OF THE MISSION OF THE TEAM ,COMMA BY ASSUMING THAT OUR SHORT VISIT TO THE AIRFIELD OF ULJU CONSTITUTES A FULL INVESTIGATION COMMA AFTER HAVING BEEN IN SINULJU ,AWAY FROM THE AIRFIELD ,FOR ALMOST FOUR DAYS COMMA THUS PREVENTING THE TEAM FROM MAKING FURTHER INSPECTIONS ON THE SPOT PARA END OF SWISS DECLARATION PARA

NNSC/32
 English
 Page 19

BEGINNING OF STATEMENT

CZECHOSLOVAK DELEGATE SINCE I FULLY AGREE WITH AND I SUPPORT STATEMENT OF POLISH DELEGATE PD BESIDES IT I STATE FOLLOWING FACTS SINCE POINT OF VIEW OF SWISS DELEGATE REGARDING INVESTIGATION NOT ONLY HAS CAUSED PRESENT DEADLOCK CMA BUT ALSO CAUSED LONG DISCUSSIONS ALONG TEAM MEMBERS AS WELL AS BETWEEN LAJBIERI AND LIAISON OFFICERS OF KOREAN CHINESE SIDE BEFORE TEAM ENTERED INTO AIRFIELD PD DIFFERENCES OF POINTS OF VIEW ALONG MEMBERS OF TEAM WAS SOLVED AFTER DISCUSSION ALONG MEMBERS AND CONCERN REQUEST FOR MAKING SPECIAL OBSERVATION AT AIRFIELD OF UJOU WAS PUT FORTH BY TEAM TO KOREAN CHINESE SIDE THROUGH ITC CHAIRMAN LAJBIERI PD SPECIAL OBSERVATION WAS THEN CONDUCTED AND ACCOMPLISHED ACCORDING TO REQUEST PD NO DISSATISFACTION WAS EXPRESSED BY ANY MEMBER OF TEAM DURING AND AFTER SPECIAL OBSERVATION WHEN TEAM WAS AT AIRFIELD PD LONG DISCUSSIONS IN TEAM HAVE BEEN GOING ON SINCE THEN CMA BECAUSE SWISS MEMBER CAME BACK TO HIS POINT OF VIEW REGARDING INVESTIGATION AFTER SPECIAL OBSERVATION OF AIRFIELD ON FIFTEEN OCTOBER PD LESS TIME HAS BEEN DEVOTED TO PREPARE REPORTS AND ESTABLISHED RESULTS OF INVESTIGATION CONDUCTED PD NOW WE ARE STILL UNABLE TO SUBMIT TEAM REPORT ON INVESTIGATION PERFORMED ON FIFTEEN OCTOBER PD WE URGE COMMISSION FOR GUIDANCE AS SOON AS POSSIBLE SO THAT TEAM CAN ACCOMPLISH ITS WORK WITHOUT TOO MUCH DISCUSSIONS SCOPE OF ITS MANDATE WHICH AS CZECHOSLOVAK MEMBER UNDERSTANDS CMA IS CLEARLY GIVEN IN REQUEST LETTER BY LAJBIERI FROM UIC SIDE PD
 MICHAL DOLEZAL CZECHOSLOVAK MEMBER PD END OF STATEMENT

NNSC/32
English

Page 20

BEGINNING OF STATEMENT STOP

SWEDISH MEMBER STOP ONLY ONE VISIT MADE TO AIRFIELD UIJU PAREN
OCTOBER FIFTEENTH PAREN LASTING FIFTY MINUTES CM OF WHICH TWENTY--
FIVE SPENT IN JEEPS DRIVING ALONG RUNWAY AND TAXISTRIPS STOP
BOMBSHELTERS OBSERVED CM SOME SCREENED OTHERS OPEN CM IN MOST
SHELTERS COVERED AIRPLANES SPOTTED CM OBVIOUSLY JETS CM CRATED
CM COMPLETE OR PARTLY MOUNTED IMPOSSIBLE TO JUDGE WITHOUT CLOSER
INSPECTION STOP CLOSE CONTROL NOT MADE AS VISIT WAS CONSIDERED TO
BE AN ORIENTATION IN ORDER TO FACILITATE DETAILED PLANNING OF
LATER CONTROL AND INVESTIGATIONS STOP THESE NOT EXECUTED OWING
TO OPPOSITE OPINIONS CONCERNING DUTIES AND RIGHTS OF THE TEAM
STOP THE REST OF THE TIME SPENT IN SINUIJU DISCUSSING FURTHER
PROCEDURES STOP NO FINAL RESULTS GATHERED DURING THE SHORT VISIT
IN THE AIRFIELD STOP
END OF STATEMENT STOP

Ru 12 11

NNSC/32
 English
 Page 21

EXAMINING OF THE STATEMENT OF POLISH DELEGATE SMOG

THE LETTER OF MAJOR GENERAL BRYAN IS THE BASIS OF ACTIVITIES OF THE MIT NO 4 /NNSC
 FILE NO MAC -- 15-11-53 STOP THIS LETTER REQUIRES CLEARLY THAT THE INVESTIGATION AND
 SPECIAL OBSERVATION BY THE TEAM SHOULD BE CONDUCTED ON THE AIRFIELD TO ASCERTAIN
 IF THERE IS ANY ALLEGED VIOLATION OF THE SHIPMENT OF REINFORCING COMBAT AIRCRAFT
 IN CRATES TO THE UIJU AIRFIELD STOP THE INVESTIGATION ON THE AIRFIELD SHOULD NOT BE
 MORE THEN THE REQUIREMENTS PUT FORTH BY THE ABOVE MENTIONED LETTER STOP THEREFORE
 THE POLISH MEMBER OBJECT ANY INVESTIGATION BEYOND THE SCOPE OF THE REQUIRED
 INVESTIGATION STOP THE TEAM MADE SPECIAL OBSERVATION ON FIFTEENTH OCTOBER AS IT
 WAS REQUESTED STOP THE TEAM OBSERVED THE WHOLE AIRFIELD INCLUDING THE RUNWAYS CIA
 SIDEROADS CIA/ ^{AIRCRAFT CIA} AND SECRET SHELTERS WITH AIRCRAFT INSIDE STOP NO EVIDENCE OF ALLEGED
 VIOLATION WAS OBSERVED STOP NO DISSATISFACTORY REMARKS WERE MADE BY ANY MEMBER OF
 THE TEAM DURING OBSERVATION STOP NO CRATES OR AIRCRAFT IN CRATES WERE SEEN ON AIRFIELD
 STOP NO FACILITIES STORING OR ASSEMBLING AIRCRAFT IN CRATES WERE SEEN STOP IT WAS
 OBSERVED THAT THE AIRFIELD AT UIJU HAS NOT BEEN ACTIVE FOR CERTAIN PERIOD STOP THE
 AIRCRAFT DESTROYED BEFORE THE ARMISTICE WERE STILL KEPT INTACT IN THEIR ORIGINAL
 PLACES ON THE AIRFIELD STOP AFTER THE OBSERVATION ON THE AIRFIELD AND BEFORE THE
 TEAM LEFT THE AIRFIELD THE SWISS MEMBER MAJOR BIERI SPOKE AS THE CHAIRMAN STOP
 HE TOLD THE LIAISON OFFICERS AND THE AIRFIELD COMMANDER OF THE KOREAN CHINESE SIDE
 THE TEAM'S APPRECIATION OF BEING SHOWN THE SECRET SHELTERS WITH AIRCRAFT INSIDE STOP
 HE MADE NO COMPLAINTS ABOUT THE INVESTIGATION STOP THE TEAM LEFT THE AIRFIELD AFTER
 EXCHANGE OF MUTUAL APPRECIATION BETWEEN THE TEAM AND KOREAN CHINESE SIDE STOP THE
 POLISH MEMBER MAINTAINS THAT THE REQUESTED SPECIAL OBSERVATION HAS BEEN COMPLETED
 AND SUFFICIENT FINDINGS OF THE INVESTIGATION ARE ESTABLISHED CIA THEREFORE ANY OTHER
 INVESTIGATION ON THE AIRFIELD AS INSISTED BY SWISS MEMBER IS UNNECESSARY AND UNWAR^NANT
 STOP THE MAIN WORK BEFORE THE TEAM NOW IS TO WORK OUT THE REPORT ON INVESTIGATION
 AND SUBMIT IT TO NNSC SOONEST POSSIBLE STOP PARA

(SIGNED) LT. COL. KAMINSKI POLISH MEMBER

END OF STATEMENT

END OF INDIVIDUAL STATEMENTS PARA WE REQUEST YOUR GUIDANCE PARA SENT 17TH

SEP 1953 AT 1830 HOURS PARA

MEMBER PARA BIERI STOP VAJDA STOP ENDERLEIN STOP KAMINSKI STOP

11/20/52
English
Page 22

Cablegram from NNSC Panmunjom

FROM NNSC HQ

TO NNIT NUMBER ONE SINUIJU

Cable number five Stop 19. 1400.

Attention Mobile Inspection Team Uiju.

Referring to your cable number one. The Team should continue its investigations. The NNSC advises the Team to request local authorities to make it possible to the Team to question first of all the Airfield Commander within the scope of Major General Bryan's letter and of Article 28 of the Armistice Agreement and to make, if desirable, further investigations.

Eures, Bibrowski, Grafstroem, Rihner.

MNSC/32
English
Page 23

SUMMARY RECORD OF THE CONVERSATION BETWEEN
THE COMMANDER OF THE UIJU AIRFIELD AND MIT
NO 4 ON OCTOBER 20, 1953.

The first question raised by the MIT:

Are you the commander of Uiju Airfield ?

The Commander of Uiju Airfield answered:

I am the Commander of Uiju Airfield.

The second question raised by the MIT:

Were you given the commission of commander of Uiju Airfield after the signing of the Armistice Agreement on July 27, 1953 ?

The Commander of Uiju Airfield answered:

I have been the Commander of Uiju Airfield since before the Armistice till now.

The third question raised by the MIT:

Has any combat aircraft been introduced in crates from Manchuria into Uiju Airfield since the signing of the Armistice Agreement till now ?

The Commander of Uiju Airfield answered:

Before you gentlemen of the Neutral Nations I will first of all make the following statement regarding the question you want to clarify, that is the alleged introduction of combat aircraft from Manchuria. Just as what has been pointed out in the statement put forward to the MNSC by the Senior Member of the Korean People's Army and the Chinese People's Volunteers side, the accusation of the UN Command that reinforcing combat aircraft of the Korean People's Army and the Chinese People's Volunteers side had been introduced in crates into Uiju Airfield is entirely groundless. I consider that this accusation is obviously an attempt to obtain some unspeakable aim through deliberate fabrication. Although the UN Command had time and again employed various means to bomb-destroy Uiju Airfield, yet each time the attempt of the enemy was thoroughly and completely frustrated.

INNO/32
English
Page 24

The heroic fighting of our airforce and the close cooperation of the ground air-defense force dealt hard blows at the invading enemy every time. Although our airfield suffered destruction to a certain extent and some of the airplanes were damaged, we have always kept our airfield in an operational state and maintained certain number of planes. Thus, our airfield fulfilled its combat assignments and, like other airfields in Korea, has defended and is defending resolutely the territorial air of Korea.

This situation must be clear, I am confident, to the honourable members of the Mobile Inspection Team after they had inspected the Uiju Airfield on October 15, as the war-time shelters for planes and the planes damaged in the years of war could serve as convincing evidences.

Korean

Immediately after the signing of the Armistice Agreement, I have received instructions from my superior, which were directed to all officers and men of the Korean People's Army and the Chinese People's Volunteers, demanding thorough implementation of the provisions of the Armistice Agreement. In the Uiju Airfield, which is under my command, all work has been, is being and will be carried on strictly according to all the provisions of the Armistice Agreement and the instructions of my superior.

As the Commander of the Uiju Airfield, I now make a well-founded and responsible statement that, ever since the Armistice, no reinforcement combat aircraft has been introduced into the Uiju Airfield in any manner.

Although the fact shows that the accusation by the United Nations Command side is completely groundless, and obviously a slanderous fabrication, yet in order to avoid giving new pretexts to the United Nations Command side, and assist you gentlemen of the Neutral Nations in fulfilling your task as well as show our respect to you gentlemen, we, who love peace and are faithful to the Armistice Agreement, have, in compliance with the request

10.11.1953/Sb

of you gentlemen, let you see the airfield and many important military secrets, which under ordinary circumstances, even personnel of the Korean People's Army and the Chinese People's Volunteers are not allowed to see.

Since the Armistice, no crates packed with aircraft have been introduced into the Uiju Airfield, there have been even no facilities for assembling aircraft, let alone aircraft in crates.

These are facts witnessed by the members of the Mobile Inspection Team while observing the Uiju Airfield on October 15. The Neutral Nations Mobile Team must have noticed that there were no aircraft in any kind of crates in the shelters on the Uiju Airfield.

The above-mentioned facts have proved that no crates packed with aircraft have ever been introduced into the Uiju Airfield and that the allegation of the United Nations Command is mere fabrication. I believe that the Mobile Inspection Team after the observation should confirm these facts.

The Mobile Inspection Team observed the airfield of Uiju on October 15. Before it left there, the Chairman of the Team colonel Bieri, the Swiss delegate, made a responsible statement. He said that during the time when the Team was conducting observations, it had got the help and confidence of the Commander of the airfield and of the liaison officer of the Korean People's Army and Chinese People's Volunteers side, and that for this he was thankful. He indicated that when the Team was observing the airfield of Uiju, a lot of military secrets were observed.

I believe the Mobile Inspection Team must have been satisfied with the results of its observations. Every member on the Team can testify that there is nothing in violation of the Armistice Agreement at the airfield of Uiju. Therefore nobody can point out anything there which violates the Armistice Agreement or falls under suspicion. As Commander of the airfield of Uiju, I responsibly guarantee that ever since the Armistice was realized, no reinforcing combat aircraft have been introduced into the airfield.

10.11.1953/Sb

NNSC/32
English
Page 26

I sincerely hope the Mobile Inspection Team will draw a conclusion on the basis of what has been observed, and impartially point it out that the United Nations Command side has fabricated information and falsely charged the Korean People's Army and Chinese People's Volunteers side with the violation of the Armistice Agreement. Now, let me conclude my reply to Colonel Biere's question as to whether any combat aircraft have been shipped, since the Armistice, from Manchuria to the airfield of Uiju.

The foregoing wording has been checked up. It tallies correctly with my statement.

Colonel Choe Tong Chan
Commander
Airfield of Uiju

10.11.1953/6b